

The Hongkong Telegraph.

(ESTABLISHED 1861.)
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December 8th, 1910, a.m. 58, p.m. 57; Humidity, 86, 60.

December 8th, 1911, Temperature a.m. 70, 4 p.m., 72; Humidity, 86, 70.

No. 8345

第九拾月拾年三第

SATURDAY, DECEMBER 9 1911.

大拜禮 號九月二十英港

615 Pitt Street
SINGAPORE CORP. LTD.

THE REBELLION

MR. LITTLE'S SCHEME

[Own Own Correspondent.]

Shanghai, Dec. 9.

Yuan Shih-kai has replied to Mr. E. S. Little that he will send delegates to a conference when a place of meeting is fixed.

REVOLUTIONARY ARROGANCE.

Mr. Fraser, H. B. M. Consul-General at Shanghai, having protested, the Kwangping has proceeded on her voyage.

The revolutionaries boarded the German steamer Sikiang and removed to the arsenal four cases of machine guns for the German Government at Tsingtau. Upon the intervention of the German Consul they were returned.

GENERAL CHANG ACTIVE

At a place 110 miles north of Fukou General Chang Hsun has practically annihilated a body of rebels.

PROSPECTS OF PEACE.

Durban, Dec. 8.

Reuter's Peking Correspondent states that Tang Shao-yi on Dec. 5 was to proceed to Wuchang, specially empowered to negotiate a settlement, the prospects for which it is believed the recent Edicts have greatly improved.—Reuter.

NEWS FROM PEKING.

Peking, Dec. 8.

The armistice between the Imperialists and the Revolutionists at Wuchang expires to-morrow.

Authoritative reports to hand contradict the alleged murder of foreigners in Sai-an of Shensi provinces.

The Chihli forces under the command of Chang Wui-chee have not yet marched southward.—Shoung Po.

TELEGRAMS.

THE REBELLION.

NEWS FROM SHANGHAI.

Shanghai, Dec. 8.

An Imperial Edict has been issued permitting the Prince Regent to resign and granting His Highness a yearly allowance of Tls. 50,000.

Lam Shut-hing has resigned the Governor-Generalship of Chinkiang, and has been elected commander-in-chief of the revolutionary forces for the relief of Wuchang.

Ching Pik-kwong who was second in command of the Imperial Naval forces at the bombardment of Wuchang with Admiral Sah and who surrendered to the Revolutionists, has been elected commander-in-chief of the revolutionary naval forces.

The revolutionists in Shensi have besieged and captured Ningyuenfu.

The fall of Chenchow and Kailungfu, the capital of Honan are imminent.—Shat Po.

A SERIOUS STEP.

[Service to the "Telegraph."]

Durban, Dec. 8.

Reuter's Shanghai correspondent states that the revolutionaries have searched the British steamer Kwangping and have detained her in spite of the representations of H. B. M. Consul-General.—Reuter.

REBEL LEADER'S VIEWS.

H. E. Wen Tsung Yao, ex-Minister Resident to Tibet, in an interview with a reporter of "The China Press" on December 2, disclosed some rather radical views in regard to the present hostilities.

Asked what opinion he held concerning the armistice and conference at Wuchang, he said:—"If the Manchou government had displayed anything like trustworthy and substantial rule over the Chinese the present revolution would not have started at all. The Chinese have been always disappointed at, and disgusted with the nominal and skin-deep edicts and promulgations. The Manchous alone are responsible for the present sanguinary hostility. We are driven to desperation, and at last we have thrown down the gauntlet.

"We will and we must fight out this issue once for all and at all costs. Imagine the change of tone in the edicts promulgated before and after the fall of Hanyang.

"There may be childish talks of armistice, conference and Imperial concessions, but so long as the Manchou dynasty predominates in China, so long will there be revolution and bloodshed.

"No, we will not yield an inch; we will continue our policy—fighting against Manchou supremacy. We hope to bequeath prosperity, happiness, freedom to our posterity."

TELEGRAMS.

CRICKET.

M. G. C. v. AN AUSTRALIAN

XI.

(Service to the "Telegraph.")
Durban, Dec. 8.

The weather was hot when, before a moderate attendance, the match between the M. G. C. and an Eleven of Australia began to-day at Brisbane.

The wicket was perfect. After a disastrous start, four wickets falling for 21, M. G. C. made a fine recovery, and the score was 330 runs for eight wickets at the close.

INDIVIDUAL SCORES.

Durban, Dec. 8.

Kinnier made 83 by sound, flawless cricket; the score including ten fours. Douglas scored 80 and was not out when stumps were drawn.—Reuter.

PERSIA.

MR. SHUSTER'S APPOINTMENTS.

[Service to the "Telegraph."]

Bombay, Dec. 9.

Persia has agreed to cancel the appointment of Mr. Le Coffre to which Russia took exception, and to negotiate in a friendly manner in regard to the other demands except the necessity of referring the appointment of foreign advisers to Great Britain and Russia.

The Persian Government hopes that the crisis will be terminated by the latter point not being pressed.—Reuter.

GERMAN POLITICS.

REICHSTAG DISSOLVED.

[Service to the "Telegraph."]

Bombay, Dec. 9.

The Reichstag has been dissolved.

This election will be held on January 12.—Reuter.

TELEGRAMS.

THE MONEY MARKET.

Via Durban, Dec. 8, 8.45 a.m.

Subscriptions have been invited for seven and a half millions sterling, at 84 per cent. mortgage debenture stock for the Canadian Northern Ontario Railway guaranteed by the Dominion Government, at the price of 93, and a million sterling mortgage at four per cent., sterling bonds, for the Oregon-Washington Railroad Navigation Company, guaranteed by the Union Pacific. The price is 92½.—(Reuter.)

PHILHARMONIC CONCERT.

A Successful Function.

The Hongkong Philharmonic Society is a shining example of what can be done by a number of people who are sufficiently serious to work together regularly and consistently to attain a given object. That this seriousness is all too rare in Hongkong makes the work of the society, which exists for the cultivation of music, all the more difficult. At home it is comparatively easy to obtain the services of people in very many cases of more than average talent year after year, but here it is only by extra work and study that good results can be obtained. That this has been done was abundantly proved by the unvaried excellence of the programme presented at the annual concert last night at the City Hall.

The concert opened with German's Gigue by the orchestra, which numbered only twenty-four performers, yet was a most efficient combination. Booth's Madrigal, "To Flowers," quite a test of unaccompanied chorus work, was given a fine rendering, whilst the skilful execution of Mrs. R. C. Edwards, Madam von Waiser and Mrs. Tibbs in Bach's concerto for two violins and piano was quite exceptional. The unaccompanied serenade by Calcott, "Love-Wakes and Weeps," was sung with perfect expression and balance by Mrs. J. Kew, Mrs. T. L. Perkins, Mr. R. T. Peyton-Griffin, Mr. J. A. Young and Mr. E. C. Emmett—a splendid combination of voices. The concluding item of Part I, was the rendering of the finale of Grieg's piano concerto in A minor by Mr. Denman Fuller, accompanied by the orchestra, conducted for this item by Mr. E. J. Chapman. Mr. Fuller played with exquisite taste, and in response to an undoubted recall he gave Mendelssohn's Duetto—another beautiful piece.

Offenbach's well-known Barcarolle by the orchestra was the first item in Part II. A very refreshing number was Bishop's "The Church and Crow," a trio assisted by chorus and orchestra. The soloists were Mrs. A. B. Moulder, Miss Gordien and Mr. F. Austin, who each sang in an eminently satisfactory manner, and altogether there was a capital crispness and enthusiasm put into this piece. Dr. A. B. Schofield, R.N., sang "No More We'll Go A-Roving" (M. V. White) in pleasing voice, and Wlenski's legend for violin and piano was very ably interpreted by Mrs. R. C. Edwards and Mrs. W. E. Tibbs. The concluding and biggest item on the programme was "The Song of the Western Man" (G. K. Betjeman). It is a work of exceptional difficulty for its length, especially for the chorus. The orchestral parts were specially written by Mr. Denman Fuller, this undoubtedly contributing largely to the striking success of this number.

The tone and technique of the chorus this year were unusually fine, and the feeling imparted by last night's concert was that the success achieved was not cheap success, but the outcome of arduous and patient practice on the part of the performers, coupled with the painstaking labour, much of it behind the scenes, and the enthusiasm of Mr. T. L. Perkins, the talented conductor. Mr. T. L. Perkins was a very efficient accompanist.

TELEGRAMS.

HOME POLITICS.

A STRONG HEAD.

[Service to the "Telegraph."]

Via Durban, Dec. 8, 8.35 a.m.

Mr. Bonar Law, the leader of the Unionist party, inaugurated the anti-Home Rule campaign in Lancashire and Cheshire at Bolton. He said it was the duty of Unionists to convince the country that Home Rule was not the end, but the beginning of the Irish question, bringing Ireland and England not to peace, but to the sword. Unionists would oppose Home Rule to their last gasp. It was utterly impossible, he said, to carry Home Rule in the present Parliament, but when the time came there would be no shirking of the strong action to defeat an ignoble conspiracy.—(Reuter.)

THEIR MAJESTIES TOUR.

KING EDWARD MEMORIAL

[Service to the "Telegraph."]

Bombay, Dec. 9.

Reuter's Delhi correspondent states that Their Majesties have laid the tablestone of the All India Memorial to King Edward. They were ovated by the populace.—Reuter.

REGIMENTAL MARATHON.

The last of the series of Marathon races for the year ending December 31 will be held on the 14th inst., starting at Bowen Road, near the Peak tramway bridge. The course runs along Bowen Road on to Happy Valley, thence to the polo pavilion. From the polo ground the return course will follow the same route as far as Happy Valley, where the route will continue along the road between the cemeteries and the race stands, up Morrison Hill Gap and along Kennedy Road to the finish above the married quarters (B. and C. blocks).

The distance is about ten miles and a full entry is assured, as the races are extremely popular in the regiment.

With its blue and red, inset with a single white star, the rebel flag was, on November 15, hoisted over every club, shop and home of the Chinese residents of Calcutta, and in honour of the reported fall of Peking, the shops were closed, and general rejoicing and celebrations followed.

TELEGRAMS.

NAVAL PRIZE BILL.

PASSES THROUGH

COMMONS.

(Service to the "Telegraph.")
Bombay, Dec. 8.

The House of Commons has passed the third reading of the Naval Prize Bill, which embodies the Declaration of London.—Reuter.

GENERAL CABLES.

[Service to the "Telegraph."]

Durban, Dec. 8.

The battleship Wilhelm II has been refloated.

Reuter's St. Petersburg correspondent states that ice-pressure broke the scaffolding of a new bridge over the Volga near Mazan. One hundred and fifty workmen were thrown into the river. Their bodies are being recovered.—Reuter.

COMMONWEALTH NOTES.

The Commonwealth Prime Minister (Mr. Fisher) has received from the printer in England proofs of the new design of Commonwealth Bank notes. The colours for the most part are quiet and harmonious, and the notes are more attractive than the average of those now in circulation in Australia. The detail work is said to be exceedingly good, rendering forgery very difficult. The reverse of each note has a pictorial design. On the 10s note is view of the Goulburn Weir, on the 21 note is shown a group of miners working a rock drill in a gold mine, on the 25 note is a picture of timber cutters at work in Tasmania, on the 50 note is a picture of a flock of sheep, and on the 100 note are views of the Upper Yarra and Laura Falls.

A TIGER STORY.

A European had an exciting adventure recently in the wilds of Johore with a tiger. The story, as published in the Malay Mail, is that while walking along a river bank he came across a pair of tiger cubs basking in the sun. He picked up the better marked one and was walking away with it when the mother, hitherto unseen, sprang at him, missed him, and fell into the river below. He immediately made off at a great pace for his bungalow and succeeded in housing the cub in an aviary.

The next morning, however, the cub was missing and it is thought that its parents carried it away.

TELEGRAMS.

TURKEY'S TROUBLES.

REQUEST FROM RUSSIA.

[Service to the "Telegraph."]

Via Bombay, Dec. 8, 1.20 p.m.

Russia has approached the Porte with proposals for the opening of the Dardanelles to Russian warships. She desires a direct understanding with Turkey upon the principle of the Franco-German negotiations regarding Morocco, the other Powers only being informed when the matter was settled. The question is regarded as most serious in Constantinople, eclipsing momentarily the war with Italy.

It is stated in Constantinople that the Porte declines to entertain the proposal singly, in view of the international character of the Treaty regulating the Straits.—(Reuter.)

POLITICAL CORRUPTION.

Lord Selborne and Civil Service Appointments.

"We are living in the midst of a revolution," said Lord Selborne at a Unionist demonstration at Newcastle recently.

"My complaint against my own party and against the Conservative type of mind in general is that it never behaves in a revolution as it ought until too late. When your enemies are frank revolutionaries it is wrong, not right, to smother your feelings and to behave like an old lady at a tea-party.

"By a peculiar and especial meanness the Government have contrived to exclude all Peers, however anxious to serve their fellow-countrymen in Parliament, from any effective work and influence in Parliament. A Peer, such as Lord Milner, cannot be elected to the House of Commons, and his influence through the House of Lords is just the same as it would be in a collection of waxworks at Mme. Tussaud's.

"Another direction where peril lies is in the increase of political corruption. It has become the habit of this Government to make appointments in the Civil Service, not by open competition, or through impartial commissioners, but by the official appointment of Ministers. Similarly we are in danger of favouritism being shown to constituencies. Only in the earlier part of this year it was deliberately proposed to give a privilege to the publicans of Dewbury, which is represented by a Minister, which was, under exactly similar circumstances, to be denied to the publicans of Cambridge, which is represented by a Conservative.

"The Insurance Bill will come out of the House of Commons a shapeless mass of inconsistency and sentimental philanthropy. The Bill means thousands of appointments, and Ministers will make these appointments with an eye to party advantage."

PIECE GOODS MARKET REPORT.

The general tone continues dull, although a brisk business in woollens continues. A few inquiries have come forth for Whites and Greys, and some small business has been done. Prices, however, are not remunerative, and in many cases sales have been made from cheaply bought stocks which show very heavy losses to the importer.

Fancy Cottons: A small business in Coatings, Madras and Sandries, and a number of specialties, but classes are being made.

SHORT SERMON.

Providing for honest things, not only in the sight of the Lord, but also in the sight of men.—II Cor. viii, 21.

Some persons are the sublimated essence of all that is good—on Sundays!

They put on their best reindeer and betake themselves to the house of worship and there exhibit the fairest and most commendable sides of their natures.

They are sincere in their love for an Infinite Father—when they take time from their social or business affairs to think about it.

They want to help as much as they can in all works that are for the spiritual benefit of their fellow beings—if such work can be done without interfering with their commercial or financial activities or their society engagements.

All of this seems to reach a head on Sunday morning, when they parade their righteousness before the Lord God, and incidentally before the people who live in the vicinity of churches. Not that all churchgoers, or even most of them, are such hypocrites. But some persons—and often of influence and better possibilities do this very thing.

There is no way of explaining such an attitude unless we accept it as an evidence of a blind sort of policy to appear honest to men by a weekly exhibit of apparent honesty toward the God of men.

Apparent honesty is one of the curses of modern times, just as it was one of the curses of ancient times. Somehow, human beings have always felt they could fool their fellows by appearing honest. In the effort, they have encountered all varieties of punishment, yet the wrong still flourishes.

Christian honesty consists in being honest in the sight of men as well as in the sight of God.

It is not a matter of appearing honest or of being honest enough.

The only honesty that is enough is whole honesty. Part honesty is the worst brand of dishonesty. And honesty, when used only as an expedient, is as false as any thing can be.

The whole system of Christianity, as it is now preached and taught, provides for honesty in thought, word and deed. Provides for it, but does not sufficiently insist upon it.

We find men who are apparently honest on Sundays practicing dishonesty on the other six days of the week.

We find professing Christians putting misleading labels on goods and adulterating foodstuffs and wearing apparel; giving short weight and slack measure; compromising with fair dealing in countless ways in order to gain a few more dollars in profit. Profit that is the veriest loss, when measured by the true standards of gain and loss.

Do we find the Christian church thundering against such practices?

Or is the warfare carried on chiefly by efficient public officials and men and mediums whose only banner is that of the greatest good for the greatest number?

Yet, why should not every campaign for honesty—whether it be honesty in food or honesty in public office,—be led by the pulpit?

Why should not every effort to make men and things better originate with and be generated by the forces which are commissioned to fight evil?

When such a day comes—a day in which the Christian church will practice more and preach less,—we shall see around us a different standard of personal and public morality.

There will still remain some who are dishonest and some who are unfair, but when the pulpit thunders as it should against even the most respectable, well-dressed and most generous personifications of pretended honesty toward God, a long and needed step toward general betterment shall have been taken.

NAVAL FLYING GROUNDS

Our American cousins have not been so ready as usual to accept a new thing for the benefit of their navy especially when that new thing was largely initiated and developed in its first stages in their own country. Reference is made to aviation, which it is now admitted on all sides has developed to a point at which it must be considered as a most desirable auxiliary to marine navies, especially in so far as the heavier than air machines are concerned. But, having started, there is every probability of America jumping ahead of this country; indeed, a naval flying ground is now being brought into being in the United States under the guiding hand of Captain W. I. Chambers, who has been in charge of the experimental work in aviation for the United States navy for some time past. But the sum voted by Congress for a start amounts to no more than about \$5,000, which is a poor enough sum considering all that has to be done in acquiring machines and in putting up the necessary buildings at the flying centre. This grant is therefore likely to be amplified later on. The flying at Sheppey Island would appear to be admirably adapted to the needs of our own navy, and most of our naval officers who have obtained their flying certificates have been trained at this centre; and it would appear to be a desirable thing for the Admiralty to secure this establishment as a fully-equipped flying ground for the fleet.

THE SEA LIFE.

Some useful work is being done for both the Navy and the nation in the increasing number of thoroughly respectable boys who are being trained by various charitable agencies in the United Kingdom for a sea life in ships and shore establishments. Quite recently the Admiralty gave the Burnardo charity £25 for three boys who had been specially trained for the Navy at the Burnardo Nautical Training House. There are several other institutions, such as the training ship Mercury at Southampton, the training ships Warspite, Arcturion, and Exmouth on the Thames, and at Watts House and the Navy League School, where boys are specially prepared for the Navy, and whose treasurers receive £25 for each lad who passes into the fleet, provided they are up to the standard in education and knowledge of sea affairs laid down as a test by the Admiralty. By this means not only are deserving boys, who are fatherless or orphaned, able to get a good start in life, if they are intelligent and willing to work, but the Navy obtains candidates who have all the corners rubbed off to begin with, by several months' training in disciplined establishments, and quite a large number of petty and warrant officers are evolved from this source of supply. In some of these institutions poor or destitute boys are taken and trained for sea life free of charge, but in nearly all of them poor parents, who cannot afford to pay large sums for the support of these boys while receiving such a training, are met by the authorities of the various charities, and such a sum per week as the parents can afford is accepted when there are vacancies in these establishments. That boy who might otherwise drift into the unskilled labour market, or even into the criminal classes, are thus prepared for useful work in our warships—a thing to be remembered when subscriptions from the public are asked for.

GERMAN lady, desirous of returning home or going to England would undertake care of children or act as companion in return for passage and expenses. Good Experienced Traveller. Reply W. D. care of this paper. Hongkong, Dec. 4th 1911.

HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

On and from the 1st January, 1912, the price of Gas to the public will be REDUCED to \$2.60 per 1,000 cubic feet. By Order of the Directors, GEORGE CUNY, Local Secretary. Hongkong, 7th Nov. 1911.



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PHILHARMONIC CONCERT.

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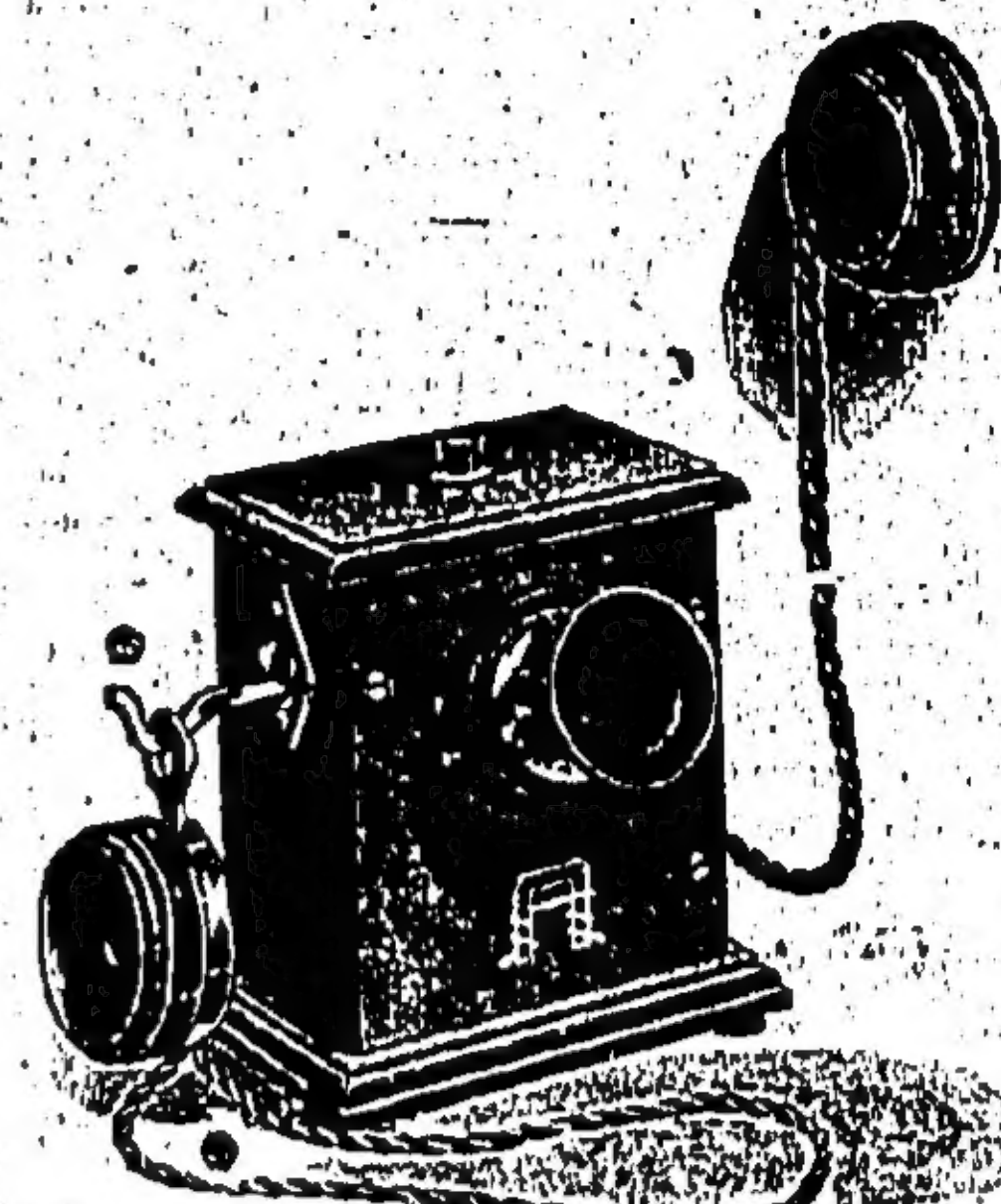
THE undersigned has taken over charge of the Hongkong Branch of the above Company from this date. By order of the Council of Directors, S. J. CHINGHAN, Agent. Hongkong, 7th Dec. 1911.

Announcements

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Y11.50	Mukden (.....)....Ar. " (.....)....Lv.	5.00 a.m. 5.15	Tues.	Thurs.	Sat.
Y14.95	Dairen (.....)....Ar. " (.....)....Lv.	1.20 p.m. Noon	Wed.	Fri.	Sun.
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	Per dozen.	Per bottle.
A. Light Dry	\$18.80	\$1.45
B. Vino De Pasto	17.80	1.45
C. C. Oloroso	22.30	1.90
D. Superior Pale Dry	24.30	2.05
E. Finest Pale Dry Nutty	29.80	2.55

A. S. Watson & Co., Ltd.

ALEXANDRA BUILDINGS.

Hongkong, 11th November, 1910.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$30 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

By Order, "HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, SATURDAY, DECEMBER 9, 1911.

A LEADER OF PROMISE.

It is worth passing notice that the Unionist Party at Home has presented a more solid front to its opponents since the appointment of Mr. Bonar Law as leader. For a long time past its friends in the overseas dominions, who recognise in it the Party of true Imperialism, have noted with unfeigned regret that it was seared and fissured by differences. Brilliant in attack—as Mr. Balfour was as leader, his was not the form of frontal attack that most greatly captures the fancy of followers. The subtlety of his method of attack, his force as a philosopher, his ability to see several sides of a question failed, in some measure, to captivate the rank and file. Mr. Bonar Law is a leader of quite another type. He has little of Mr. Balfour's finesse, but he has an incisive style of speech, a forceful personality, and a masterly grasp alike of Parliamentary tactics and of political problems. His brilliance and resolution in attack make him essentially the leader necessary for the Party in the hour of crisis and threatening danger.

Few leaders have been asked, at the outset of their careers, to face so high and hard a task as confronts Mr. Bonar Law. Not alone is impending revolution to be encountered, but revolution which is being forced upon the country by a Government which has been dangerously unscrupulous in its methods of securing the support of the electors. The great victory at Oldham, however, must have had a fine tonic effect upon the new leader and his party. It should give him added courage and the party a new solidity.

There is a disposition in some quarters to think that Mr. Law's inexperience of Cabinet work may militate against his success as leader. Is it not more likely that Unionist history will repeat itself in him? It can never be forgotten that Disraeli, when he became leader of the party in the Commons, had never held office and was an untried man. Yet he proved to be not only one of the greatest of parliamentarians and leaders, but the re-creator of the Tory party. Something of the same task and the same opportunities present themselves to Mr. Bonar Law, and it is not unlikely that history may repeat itself in some measure. The brings to his great task certain gifts which should carry him far. "Great powers of speech, lucidity, knowledge of politics, knowledge of business, and transparent simplicity and honesty of character," is Mr. F. E. Smith's description of him. Like Mr. Chamberlain, he was a successful business man before he entered the world of politics, and proved success in business is no bad recommendation for a leader. His sound business training has given him a mastery of certain questions—notably, Fiscal Reform—which makes him the man in the Commons most feared by his opponents. To Britons in the Colonies, again, the fact that he was born in Canada marks him out as specially fitted for the part of Imperialist leader. All things considered, Mr. Law comes to the front at a moment big with opportunity. He has done well so far and shrewd judges will be very greatly surprised if he does not amply justify his selection by leading his party to success. It is a happy omen, at least, that already the gaps are closed up and the party shows a united front and a high spirit that for some time have been wanting.

DAY BY DAY.

Don't fuss.

The Rev. F. H. Mann, R.N., is to preach at St. Peter's Church on Sunday evening at 6.30.

Part of Wengneichong Road is closed, except to pedestrian traffic, until further notice.

The English mail of Nov. 11 was delivered in London on Dec. 8.

The appointment of Mr. H. P. Winslow as Manager of the British section of the Kowloon-Canton Railway is gazetted.

The Right Reverend the Bishop of Victoria will preach at the 11 a.m. parade service at Stonecutters on Sunday.

We understand the postponed concert that was to be given on Thursday last at the Seamen's Institute by the ship's company of H.M.S. Flora is to take place on Monday evening.

Private C. Edley, 1st Battalion, Yorkshire Light Infantry, is appointed a temporary clerk in the general Staff Office with effect from 7th instant inclusive.

H.E. The Governor has reappointed Dr. F. O. Stedman to be a member and to act as Secretary of the Medical Board for a further term of three years.

The Hon. Mr. E. A. Howitt has been reappointed to the Sanitary Board for a further period of three years, and to the Medical Board for a similar period.

Major R. S. Paul, 126th Baluchistan Infantry, arrived in the command per S. S. Syrin on the 3rd instant, and is taken on the strength from that date accordingly.

The rate of the dollar for all payments fixed in sterling which have to be made at Hongkong and on the China station will be one shilling and ninepence for the quarter commencing 1st January, 1912.

Orders have been issued for Lieutenant F. J. Wyley, 1st Battalion, The King's Own (Yorkshire Light Infantry), who will shortly complete a tour of duty with the 3rd Reserve Battalion of his regiment, to embark for Hongkong on 22nd February.

Majors A. R. Kirkpatrick and R. H. C. Craig, Royal Garrison Artillery, will be attached to the 126th Baluchistan Infantry from 20th to 30th December, 1911, and to the 8th Rajputs from 20th to 30th January, 1912.

Major A. C. Ralph, 8th Rajputs will be visitor to the detention barracks next week. The duties of field officer will be performed by Captain K. E. Warden, 1st Battalion, Yorkshire Light Infantry, with Captain P. C. Spicer, Royal Garrison Artillery, next for duty.

A marriage has been arranged and will shortly take place between Mr. Thomas Summers Baker, manager of the Hongkong and Shanghai Banking Corporation, Singapore, and ex-member of the Legislative Council, Straits Settlements, and Marian Josephine Buller, eldest daughter of Major Walter G. Buller, 94th Regiment, of 28, Westbourne Gardens, Folkestone.

A couple of days ago, reports the Bangkok Daily News of Nov. 24, as Captain H. H. Prince Chuladit, the eldest son of Prince Dainrong, was walking in uniform near Wat Samphum, he was accosted by a constable attached to the district revenue station and asked if he had paid his poll-tax. Mon Chao Chuladit said that he hadn't and didn't need to, whereupon the worthy constable said that he must accompany him to the revenue station near by. Here of course, matters were explained and a very sick-looking constable resulted.

DAY BY DAY.

To-day the launch of the Tencho Mura was to take place at the Taikoo Dockyard and Engineering Co.'s dock. A report will appear in due course.

The launch Ethel, which was built to the order of the Head Quartermaster's Department at Manila and engaged by the Hongkong and Whampoa Dock Co., leaves this afternoon for Manila under her own steam. Her length over all is 75 feet.

The Liverpool steamer Wentworth, bound from Calcutta to Dundee, put in at Dover on the 14th of last month and reported that her cargo of jute in the afterhold was on fire. The bodies of three dead Chinese members of the crew were found in the hold, death apparently resulting from suffocation. It is thought that the men were under the influence of opium, and were gradually suffocated by the fumes from the fire.

The Republican movement in Shanghai received a forward impulse recently, when, at a meeting held in Chang's Garden, financial support to the republicans was promised by the compradors of some of the foreign banks, more than \$10,000 was pledged in voluntary contributions, and the financial department of the republican government was reorganised, with pledges of support by all of the Chinese banks.

The Rev. Father Lynch will preach at St. Joseph's Church at 10 a.m. to-morrow. He will also conduct a mission in the Cathedral of the Immaculate Conception at 6.30 p.m. to-morrow and will preach mission sermons every evening at the same hour. There will be mass and short instructions every morning at 7.

Typhoon Warning.

The following telegram was received by the American Consulate General from the Manila Observatory at 9.15 a.m. to-day:—Cyclone or Typhoon crossing Northern Luzon moving W. N. W. or N. W.

Japanese Training Ship.

The Tanager, a Japanese training ship, arrived to-day at 9 a.m. She had on board 80 engineering Midshipmen. The Tanager is a cruiser of 6,620 tons with a speed of 20 knots.

Official Humour.

Says the "Times of Ceylon":—Apparently the mantle of Mr. J. P. Lewis, who might fitly be described as late "Humourist in Ordinary" to the Ceylon Civil Service, has evidently fallen on Mr. D. S. MacGregor, the Colonial Auditor. The following occurs in his report on the accounts of the Colombo Municipality for 1910:—

Inefficiency.—On reporting unfavourably on the state of affairs at Elie House Reservoir I learned that complaints had already been made against the overseer in charge. The case made out must have been considered a serious one, as the committee which dealt with the overseer resolved that the Medical Officer of Health be asked if he can find a place for him in the cemetery. Milder counsels seem to have prevailed, however, and I now understand that he has been retired on a reduced pension.

Pirates.

Our Canton Correspondent writes that on the night of Dec. 6 a pigboat was near Fatsan when it was attacked by pirates, who however, were repulsed. About 100 pirates recently attacked seven boats laden with rice in the same vicinity. Revolutionary forces afforded assistance to the boats and the pirates were beaten off.

THE PRINCE REGENT.

Abdication Confirmed.

In view of the doubtful authenticity of much of the news in connection with events in China, some doubt may be felt in regard to the reported abdication of the Prince Regent. We learn, however, that the news is certainly true. A local resident telegraphed especially to Peking asking for information, and he to-day received a reply stating definitely that Prince Chun had gone into retirement.

COMPANY MEETING.

Toerangle Rubber Co., Ltd.

An extraordinary general meeting of the Toerangle Rubber Co., Ltd., was held at the office of Messrs. Lowe, Bingham and Matthews at noon to-day. Mr. Donistson presided, and there were also present Messrs. C. Wilkinson, M. W. Slade, E. Grist, P. Loureiro, E. A. M. Williams (secretary). The following resolution, which was passed at an extraordinary general meeting on November 22 was submitted for confirmation as a special resolution: "That the directors be at liberty, and they are hereby authorised, to enter into an agreement for the sale and disposition of the undertaking and assets of the Company to a new Company to be formed in London by, or under the auspices of, The United Lankat Plantations Co., Ltd., upon the following terms:—

1. That the capital of the new Company be £150,000. 2. That the shareholders in this Company receive a fully paid-up £1 share in the new Company for each share 17s. 6d. paid-up in this Company. 3. That the holders of the 3,700 fully paid-up shares in this Company receive a similar number of fully paid-up £1 shares in the new Company. 4. That 2,000 fully paid-up £1 shares in the new Company be issued to the Visiting Agents of this Company in lieu of 2,000 of the 3,000 option shares granted to them. 5. That the holders of the remaining 6,000 option shares in this Company be granted similar rights in respect of 6,000 option shares in the new Company to be exercised prior to or during the year 1912. 6. That 5,400 fully paid-up £1 shares in the new Company be issued to the United Lankat Plantations Co., Ltd., or its nominees, in consideration whereof the said United Lankat Plantations Co., Ltd., will pay all legal and other expenses in connection with the promotion and flotation of the new Company, and the transfer thereto of the undertaking and assets of this Company. 7. That the said United Lankat Plantations Co., Ltd., will take up and pay for 40,000 shares of £1 each in the new Company for the purpose of providing additional working capital for the new Company. 8. Such other terms not inconsistent with the foregoing as the directors shall think fit.

It was proposed by the Chairman and seconded by Mr. Slade that the resolution be adopted. Carried unanimously.

This concluded the business of the meeting.

AUDACIOUS ROBBERY.

Mysterious Daylight Theft From Harrod's Stores

A remarkable and audacious robbery has been discovered at Harrod's Stores in the Brompton-rd.

For some time past one of the most valuable pieces of jewelry in the show-room has been a magnificent pendant of diamonds and emeralds, the price of which was put at £2,000. On account of its value it was kept alone, on the neck of a white velvet bust, in a special glass showcase, which was protected with brass rods.

Great care was taken in its removals to and from the stores strong room at night, and at every transfer a receipt had to be signed by responsible officials.

It was apparently taken out of the strong room in the usual way the other morning and locked in the barred showcase, where it glittered and scintillated away as usual. It is not quite certain at what time it was last seen, but in the afternoon an employee in the jewelry department suddenly made the discovery that the pendant had vanished.

Inquiries were at once made, and it was soon made painfully clear that the pendant had not been removed officially, or by any authorised person. The case, however, had been unlocked in the ordinary way and the pendant coolly removed.

Scotland Yard was at once informed, but the clues so far are not very encouraging.

COMMERCIAL.

Share Report.

The following is Messrs Wright and Horahys report for the week ending Dec. 9:—

There has been a fair inquiry for many of our leading stocks during the week and although the amount of business put through has been small, the market closes steady with a better feeling all round.

Rubber has advanced from 4s. 4d. per lb. to 4s. 5. 1-2 and we append quotations received from London by cable this morning, from which it will be seen that prices have advanced considerably in some instances and the market closed firm.

Bar Silver.—is quoted at 25d. 5-8 for ready and 25d. 7-10 for forward delivery, dull. Exchange on London opened at 1s. 10 5-16 T.T.

Banks.—Hongkong and Shanghai Banks are quoted at \$ 855 sellers; London rate \$ 80.-

Marine Insurances.—Unions remain steady at \$ 830 North China have buyers in Shanghai at Tls. 145 and Yangtzes are quiet at \$ 210. Exchange 73. Cantons have been placed at \$ 185 and more shares are wanted at this rate.

Fire Insurances.—China Fires and Hongkong Fires are still procurable at \$ 125 and \$ 352 respectively.

Shipping.—Hongkong Canton and Macao Steamboats have buyers at \$ 27. Ladros have changed hands at \$ 50. China and Manila have sellers at \$ 10 3-4. Shells are quoted from London at 81s. Star Ferries are wanted at \$ 27 and \$ 17 for old and new shares respectively.

R-refineries.—China Sugars have changed hands at \$100 but there are no further buyers over \$97. Luzons have buyers at \$27.

Mining.—Rauha have declined to \$3.1-4 sellers. Langkats have been placed at Tls. 63 and Tls. 64 and the market closes with buyers at Tls. 63.

Docks Wharves and Godowns.—Hongkong Docks have sellers at \$49. Shanghai Docks are quoted from Shanghai at \$57. Kowloon Wharves have buyers at \$51. Hongkong Wharves are unaltered at Tls. 92.

Lands Hotels and Buildings.—Hongkong Lands have sellers at \$103. West Points can be placed at \$48. Kowloon Lands have been done at \$30 and close with sellers at the rate. Humphreys Estates have declined to a buying price of \$6. Hongkong Hotels remain unchanged at \$119 and 75. Shanghai Lands are still quoted at Tls. 95.

Cotton Mills.—Ewos are quoted at Tls 95 and Hongkong Cotton have changed hands at \$4.50

Miscellaneous.—China Providents have sellers at \$8.35 and probable buyers at \$8.1-4. Cements are a weak market at \$3.75

Ropes steady at \$18. William Puvells at 41-2 and Dairy Farms at \$21 are wanted. Ice has been done at \$212 1-2 and close with sellers at \$210. China Borneos have sellers at \$10.

To-day's quotations by wire from London. Banks \$80.—Ladros \$5 buyers Tronchos 60s. sellers, Shells 81s. middle, Anglo Malays 15s. 3 middle, Bortams 4s. 9 middle, Eastern Internationals 13s. middle, Longgis 33s. 3 Rubber Plantation Invest Trusts 31s. 3 middle, London Asiatics 8s. 9 buyers, United Serdangs 97s. middle.

"YOURS AFFECTION-ATELY."

The Usual Request.

The following letter was received by a Peak resident from a servant who resided on the premises, but who apparently thought that the communication would gain force through passing through the post:—

I am very glad to inform you that I hope you will give some more wages for me. But I have not enough money to spend.

I remain,

Yours affectionately,

Servant.

NOTES AND COMMENTS.

Burden on Industry.

Scotsmen are proverbially careful of money, though we have known many who rendered that proverb pointless, and there is something fitting in the fact that a Scotsman should have gone carefully into the burden which recent legislation imposes upon industry. In a letter to the "Times" Mr. John Inglis of the Pointhouse Shipyard, Glasgow, points out that liberal legislation impedes production, increases costs, and lessens the amount from which wages and profits are derived. His figures for the engineering and shipbuilding employer show that the cost per man is:—for workman's compensation £1.40; for Insurance Bill £1.30; for Death Duty 7/2d. The total of £2.14.2d equals 0.10% of income tax. Add the ordinary 1s. 2d. of income tax, and there is a burden of 12% for industry to carry. Is it any wonder that industry staggers under the load of oppression?

Chinese Patriotism.

Hongkong has seen something of the frenzy of enthusiasm into which the Chinese can work themselves over their national affairs, and has realized that the authorities have in consequence been placed in an extraordinarily delicate position. The natural desire not to cheek with too much severity ebullitions of a sentiment which in itself was deserving of sympathy, was tempered with the fear that enthusiasm might degenerate into something undesirable. The difficulty of dealing with the problem has been felt in the South. Our contemporary, the "Singapore Free Press" notes that the Government has given consent to the delegates appointed at the recent Chinese meeting in Kuala Lumpur to collect funds for the relief of their fellow-countrymen in China, who are in distress. But at the same time the Resident, whom the delegates interviewed, gave them distinctly to understand that in no circumstances whatever would they be allowed to collect money for the purpose of buying for the rebels arms and ammunition. Our contemporary continues:—We heartily congratulate the Government in handling such a delicate matter in a firm and business-like manner. They have given a lead to other Governments who will be certainly called upon in the near future to deal with this problem.

Women Waking Up.

The women of the East are waking up. Only the other day it was announced that Persian ladies were active against Russia and were asking the suffragists at home to make their point of view public in Britain. If they had known the suffragists a little better they would not have trusted them with such a mission. But that is by the way. The point to note is that Persian women are roused to the point of engaging actively in public affairs, hard on the heels of that information comes the statement that, nearer our own doors, the fair sex appears to be shaking off some of its trammels. Some educated Chinese women in the Heungshan district have formed an association to publish a newspaper, says a Peking contemporary. It is to be written and edited entirely by ladies and to deal exclusively with feminine matters, we are told. But "feminine matters" is a tantalisingly vague term. "Votes for women" at home deals with feminine matters; so does "Woman's Weekly" (if we have the name of that dressmaking journal right) and "The Ladies Realm." But in matter and manner they are as distinct from each other as could be. We could wish to know whether the "Chungwa-nipo" is to be a nice, soft, essentially feminine sort of sheet or a vigorous journal designed to show that the women of China mean to take their proper place in the world and to make the men take their

DIRECTORS AND THEIR LIABILITIES, DUTIES AND POWERS.

(Continued from last Saturday.)

Where the articles contain a definite provision that the directors shall take the qualification shares, or be liable as if they had taken them, there can, however, be no doubt that a contract to take them will be inferred from the directors' acceptance of office. So, in the case cited of *Salton v. New Brompton Cycle Co.*, the Articles of Association provided that a first director acting before acquiring his qualification should acquire the same within one month from his appointment, and unless he should do so he should be deemed to have agreed to take the shares from the Company. A director, who had omitted to acquire his qualification shares, was held liable to pay to the Company the par value thereof. But in the earlier case, before the Court of Appeal, of *Salisbury Jones & Dale's case* (1894) 3 Ch. 356, where the Articles of Association of the Company contained a precisely similar provision that unless a director acquired his qualification within 3 months from his appointment he was deemed to have agreed to take the shares from the Company, it was held by Lord Herschell L.C. & Davey L.J. (Lindley L.J. dissenting) that directors who resigned within the 3 months were not liable to take the qualification shares. This decision does not, however, seriously affect the principle laid down in *Salton's case* that a person who accepts the office of director of a Company, the regulations of which provide that he shall be deemed to have agreed to take his qualification shares from the Company, is under a liability to take up those shares (See also *Heresford Copper Co.* (1894) 2 Ch. 403.).

Under the provisions of the English Act of 1900, and of the recent Act of 1908, a person who is appointed and acts as a director, and who fails to obtain his qualification shares within the necessary period, is liable to pay to the Company the sum of £5 for every day during which he acts as director after the expiration of that period. But no such penalty can be exacted in Hongkong, as the law at present stands.

Where the Articles of Association provide that no person shall be qualified to act as a director unless he is the holder of a certain number of shares in the Company, the appointment of a person as director who does not at the time possess that qualification, is void, and although he accepts the office and acts for a while as a director, he cannot be compelled to take up the qualification shares (*Hamley's case* 5 Ch. 1705).

But as already pointed out, until the invalidity of his appointment is discovered, his acts as a director, are valid by virtue of the provisions of Sec. 95 of the Hongkong Ordinance (Sec. 67 of the Act of 1842, Sec. 74 of the Act of 1908).

With regard to the remuneration of directors it has been held in the case of *In re George Newman & Co.* (1895) 1 Ch. at p. 686 that "Directors have no right to be paid for their services, and cannot pay themselves or each other, or make presents to themselves out of the Company's assets" unless authorised so to do by the instrument which regulates the Company or by the shareholders "at a properly convened meeting." They cannot even charge the Company with their travelling expenses which are necessarily incurred by them in attending to the business of the Company, and the amount of which may exceed their salaries as directors (*Young's case* (1900) 1 K.B. 687).

In a case where the Articles of Association provided that the directors should not be entitled to any remuneration until a dividend at the rate of 7½ per cent. had been paid to the shareholders, and, in order to pay themselves remuneration, the directors declared a dividend of 7½ per cent. in each year, although the profits received were insufficient for the purpose, they were ordered to refund (*In re Oxford Benefit & Co. Society*, 35 Ch. D. 502). In the same case the directors were compelled to refund, with interest at 5 per cent., certain additional remuneration which they had

voted and paid to themselves, and which consisted of a commission on purchases and sales. In a somewhat similar case decided in the following year (*Leeds Estate, &c., Co. v. Shepherd* 36 Ch. D. 787), where the Articles provided that the directors' remuneration should only be payable after a dividend of 5 per cent. had been paid to the shareholders, and where the Company never made a profit of 5 per cent., but a dividend at that rate was annually declared and paid, the directors were ordered to refund the remuneration they had paid themselves. In this case the balance sheets presented to the Company at its annual meetings were illusory, over-estimating the Company's assets, and not truly showing the expenditure.

From those authorities it will be seen that directors, or other persons occupying the position of directors, such as general managers, cannot be allowed to take out of the funds of the Company, any remuneration for themselves other than that which they are expressly authorised to take by the Articles of Association, or by a resolution of the Company, and they will be ordered to refund, with interest, any such further remuneration they may have taken. Any clause in the Articles which fixes their remuneration, or upon the construction of which the payment of their remuneration depends, must be construed reasonably, in its ordinary commercial sense, and not as may appear best in the interests of the director as opposed to those of the shareholders. Thus, in the case cited of *In re Oxford Benefit & Co. Society*, where the Articles provided that "no dividend shall be payable except out of the realized profits arising from the business of the Company," it was held that "realized profits" meant "profits reduced to actual cash in hand," or at any rate "profits tangible for the purpose of division," and not estimated profits, or even "profits honestly earned," unless actually received. The directors, in that case, who had paid their remuneration, and also dividends, out of such estimated profits, were ordered to refund both that remuneration and the dividends, with interest.

(To be continued.)

NEW SERVICE RIFLE.

Major-General Sir C. F. Hadden, Master-General of Ordnance, Presiding at the annual dinner of the Royal Arsenal Association of Foremen, Woolwich, remarked that a new rifle for the British army was under consideration. A new pattern rifle was not a thing they could accept in a hurry. When they did adopt it they wanted to get the latest and best and careful consideration and experimenting were necessary before they could decide. The matter was going on as well as they could expect and he hoped that before very long they would have not an automatic but a new pattern magazine rifle.

COMMERCIAL.

EXCHANGE.

Selling.

T/T.....	1/10 5/16
Demand.....	1/10 3/16
30 d/s.....	1/10 7/16
60 d/s.....	1/10 1/2
4 m/s.....	1/10 9/16
T/T Shanghai.....	75 1/2
T/T Singapore.....	79 1/2
T/T Japan.....	90 1/2
T/T India.....	132 1/2
Remitted India.....	132 1/2
T/T San Francisco and New York.....	45 1/2
T/T Java.....	111 1/2
T/T Manila.....	190 1/2
T/T France.....	254 1/2

Buying.

4 m/s. L/C.....	1/10 18/16
4 m/s. D/P.....	1/10 15/16
4 m/s. L/C.....	1/10 15/16
30 d/s. Sydney & Melbourne.....	1/11 1/10
30 d/s. San Francisco & New York.....	46 1/2
4 m/s. Mark.....	132 1/2
4 m/s. France.....	239 1/2
4 m/s. Co.....	241 1/2
Bar Silver, today.....	25 1/2
forward.....	25 7/16
Bank of England rate.....	4 1/2
Gold.....	110 1/2

Unclaimed Telegrams.

The following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's Office at Hongkong: Bankeanguan, Dowsauke, Fung-shing West Road Central, Gensar, Goushiong, Hongkong, Hongkong, Ijefong, Judoshing, Nomurg, Hotel, Marchina, Care, Cible Co., Kungwingahing, Kwongchiong, Mrs. Lye Arbuthnot Road, Min Wingohong, Poste Francaise, Tainderich, Passenger Ernest Simon, Torachi Tokunaga 135 Victoria Street, Yungchong, 7079, 1705, 3458, 5460, 1545, 4410, 5973, 2232, 2121, 1820, 2533, 2645, 6707, 2303, 0038, 0735, 2490.

Today's Advertisement

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 11th day of December, 1911, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Ma Tan Kok in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Lot No.	Area	Up to 1/2 Acre	Up to 1 Acre	Up to 2 Acre	Up to 5 Acre	Up to 10 Acre	Up to 20 Acre	Up to 50 Acre	Up to 100 Acre	Up to 200 Acre	Up to 500 Acre	Up to 1000 Acre
1	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
2	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
3	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
4	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
5	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
6	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
7	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
8	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
9	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre
10	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre	1/2 Acre

Consignee

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"IYO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 13th December, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 6th Dec., 1911.

CHINA COMMERCIAL COMPANY LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of the China Commercial Company Limited will be held at the Office of Messrs. Evans & Harton in Aleandra Building Des Voeux Road Central Victoria Hongkong on Tuesday, the 12th day of December 1911 at 10 o'clock a.m. for the purpose of considering and if thought fit passing an Extraordinary Resolution the following Resolution, that is to say:-

"That the Company be wound up voluntarily and that John Scott Hamilton of Alexandra Building Des Voeux Road Central Victoria Hongkong, Solicitor and Notary Public, be and he is hereby appointed Liquidator for the purpose of such winding up."

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

DATED the 6th day of Dec., 1911.

By Order of the Board.

J. GOURGEY, Secretary.

Hongkong, 6th Dec., 1911.



MESSRS. CARFRAS' TOBACCOS

HAVE A REPUTATION

The World Round.

Fresh Stock always obtainable from

1478] KRUSE & CO.

GARNER QUELCH & CO.

WINE MERCHANTS

Des Vœux Road

TELEPHONE 638.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, December 7th 1911.

VON-RIEGEN'S PATENT

FIRE BRIDGE BARS.

COST OF INSTALLATION QUICKLY ABSORBED BY

ECONOMY IN FUEL EFFECTED.

FOR FULL INFORMATION AND PARTICULARS

APPLY TO

UNITED ASBESTOS ORIENTAL AGENCY LD.

SOLE AGENTS.

OR TO

OH. WITZKE-SUB-AGENT.

Hongkong, December 7th 1911.

FOR SALE.

Offers will be received by the Management for the purchase as a going concern, of the "HONGKONG TELEGRAPH."

Hongkong, Nov. 16, 1911.

Prepaid Advertisements.

25 WORDS—\$1 for 2 insertions or \$2 for one week.

BOARD AND RESIDENCE—

"HOMEVIEW," Morrison Hill,

splendid view of the harbour, 10 minutes from Post Office by electric

car; entrance 153, Wanchai Road.

Telephone No. 212. [1911]

OFFICES TO LET.

FIRST class, central accommodation, light and airy, on First, Second, or Third Floor, in new building being erected for MESSRS. WHITEAWAY LAIDLAW & CO., LTD. Entrance from Des Voeux Road. Electric Lift to all floors, Electric Light throughout. The plan can be seen and all particulars obtained at the Office of MESSRS. PALMER & TURNER, Alexandra Buildings 2nd Floor. Hongkong, 8th Dec. 1911.

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.



If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM CO.

One penny a pint!

CHINESE ENGINEERING and MINING COMPANY, LTD. CANTON-HONGKONG TIEN-TSIN LINE.

THE Steamship

"ONSANG,"

will sail on or about the 20th Dec. 1911.

Taking cargo for Tientsin, via Utsin-Wang-Tao.

For Freight and Passage apply to

THE CHINESE ENGINEERING & MINING CO., LTD.

Queen's Buildings.

DODWELL & CO., LTD.

Agents.

Hongkong, 2nd Dec. 1911. [1911]

CANTON-KOWLOON RAILWAY

(British Station).

NOTICE.

COMMENCING 8th inst. and

until further notice the express

trains leaving Kowloon at 8 a.m. and

3.25 p.m. for Canton, and the trains

leaving Canton at 7.55 a.m. and 2.25

p.m. for Kowloon are hereby cancelled.

The train leaving Kowloon at 8.45

p.m. for Fan Ling will run to Sham

Chun until further notice.

By Order,

E. S. LINDSEY,

Manager.

Kowloon, 7th Nov. 1911. [1911]

A LING & CO.

FURNITURE AND PHOTO

SUPPLIES.

DEVELOPING, PRINTING &

ENLARGING.

9, Queen's Road. [1911]

Position, 1st Mar. 1911. [1911]

By Order,

E. S. LINDSEY,

Manager.

Kowloon, 7th Nov. 1911. [1911]

A LING & CO.

FURNITURE AND PHOTO

SUPPLIES.

DEVELOPING, PRINTING &

ENLARGING.

9, Queen's Road. [1911]

Position, 1st Mar. 1911. [1911]

By Order,

E. S. LINDSEY,

Manager.

Kowloon, 7th Nov. 1911. [1911]

A LING & CO.

FURNITURE AND PHOTO

SUPPLIES.

DEVELOPING, PRINTING &

ENLARGING.

9, Queen's Road. [1911]

Position, 1st Mar. 1911. [1911]

By Order,

E. S. LINDSEY,

Manager.

Kowloon, 7th Nov. 1911. [1911]

A LING & CO.

FURNITURE AND PHOTO

SUPPLIES.

DEVELOPING, PRINTING &

ENLARGING.

9, Queen's Road. [1911]

P. PUFAT "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

Just received, a fresh consignment of

"PAUL CLOUT CHAMPAGNE,"

Extra Dry

at \$24.00 per case of 2 doz. pints.

FRENCH STORE,

L. Gagneau,

74] 6 Queen's Road Central.

Position, 1st Mar. 1911. [1911]

By Order,

E. S. LINDSEY,

Manager.

Kowloon, 7th Nov. 1911. [1911]

A LING & CO

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAVING 6 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.
Connecting with Royal Mail Atlantic Steamers.
(Subject to alteration.)

From Hongkong	From St. John, N.B.
"MONTAGUE".....Sat., Dec. 30, 1911	
"EMPEROR OF INDIA".....Sat., Jan. 27, 1912	"EMPEROR OF IRELAND".....Fri., Feb. 23, 1912
"EMPEROR OF JAPAN".....Sat., Feb. 24, 1912	"EMPEROR OF IRELAND".....Fri., Mar. 22, 1912

S.S. "MONTAGUE" calls at Moji instead of Nagasaki.
Steamers will depart from Hongkong at 7 a.m.
Each Train-Pacific "Empress" connects at Vancouver with a Mail Express Train and St. John, N.B., with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-

Passengers from Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (Carned Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43 Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	YUENSANG	Saturday, 9th Dec., 2 p.m.
SINGAPORE, PENANG & CALCUTTA.....	KUMSANG	Tuesday, 12th Dec., 3 p.m.
SHANGHAI.....	CHOYSANG	Wednesday, 13th Dec., Noon.
MANILA.....	LOONGSANG	Saturday, 16th Dec., 2 p.m.
SANDAKAN.....	MAUSANG	Friday, 22nd Dec., Noon.

RETURN TOURS TO JAPAN (Occupying 21 days).
The steamers "Kumsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Tientsin.

† Taking Cargo on Through Bills of Lading to Kuddat, Lahad Dato, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 211. General Managers.
Hongkong, 8th December, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D.W.	On or about
"STRATHLYON".....	J. R. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to American and Canadian Ports.
For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 26th October, 1911.

NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIO".....3,000 tons.....To be despatched end Dec.
S.S. "KATANGA".....5,500.....To follow
and regularly thereafter.

For rates Freight or Passage, apply to
THE BANK LINE, LIMITED.

Hongkong, 24th August, 1911.

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	MIYASAKI MARU, Capt. T. Marai, T. 9,000 KAWACHI MARU, Capt. Petersen, T. 7,000 KITANO MARU, Capt. E. Cope, T. 7,000	WEDNESDAY, 20th Dec., at Daylight. FRIDAY, 22nd Dec., at Daylight. WEDNESDAY, 3rd Jan., at Daylight.

VICTORIA, B.C., & SEATTLE.....	KAMAKURA MARU, Capt. H. Kon, Tons 7,000	SATURDAY, 30th Dec., from KOBE
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VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, BISHAN, and YOKOHAMA	TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 2nd Jan., at Noon.
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SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BISHAN.....	NIKKO MARU, Capt. M. Yagi, T. 6,000 KUMANO MARU, Capt. M. Winkler, Tons 6,000	FRIDAY, 22nd Dec., at Noon. FRIDAY, 19th Jan., at Noon.
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KOBE & YOKOHAMA.....	HIRANO MARU, Capt. H. Fraser, Tons 9,000 WAKASA MARU, Capt. N. Nielsen, Tons 7,000	THURSDAY, 21st Dec., at 11 A.M. WEDNESDAY, 20th Dec., at Noon.
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AMERICA, &c. via N'ASKI, KOBE & YOKOHAMA.....	AWA MARU, Capt. T. Iizawa, Tons 7,000 KUNANO MARU, Capt. M. Winkler, T. 8,000	TUESDAY, 30th Jan., at Noon. WEDNESDAY, 20th Dec., at noon.
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BOMBAY via SINGAPORE, & COLOMBO.....	CEYLON MARU, Capt. H. Tosiwa, T. 5,000	TUESDAY, 12th Dec.
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† Fitted with new system of wireless telegraphy.
* Carries deck passengers. ** Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular fortnightly service from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong:
"TENSIN MARU".....Tons 4,000.....Capt. I. Noma.....Dec. 16th.

1912 PASSENGER SEASON 1912

FOR EU OPE.

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 13th.
MISHIMA MARU	9,000	A. O. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Marai	May 22nd.

FOR SEATTLE.

INABA MARU	7,000	S. Tominga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000	T. Iizawa	April 9th.
AWA MARU	7,000	S. Tominga	April 23rd.
INABA MARU	7,000	S. Tominga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chate Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI.....	ANHUI	9th, midnight.
SVATOW, AMOY & SHAI.....	"NANCHANG"	10th, "Daylight."
MANILA, CEBU & ILOILO.....	"KUEIOW"	12th, 4 p.m.
"AIPOHONG".....	"SINGAI"	14th, 10 a.m.
SHANGHAI.....	"CHENAN"	14th, 4 p.m.
SHANGHAI.....	"LINAN"	16th, midnight.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin crew Steamers "Tea" and "Taming," saloon accommodation and electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kailong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Oshiao) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE.

Telephone No. 26,
Hongkong, 24th December, 1911.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMeward.
For Shanghai, Kobe & Yokohama: S.S. Dortmund.....11th Dec. "Segovia".....18th Dec. "Silesia".....1st Jan. "Ambria".....10th Jan. "Goldfels".....27th Jan. "Proussen".....8th Feb.	For Havre, Bremen & Hamburg: S.S. "Slavonia".....7th Dec. For Rotterdam, Hamburg & Antwerp: S.S. "Sibona".....15th Dec. For Marseilles, Havre & Hamburg: S.S. "Andalusa".....14th Dec. For Havre & Hamburg: S.S. "Scandia".....30th Dec. For Rotterdam & Hamburg: S.S. "Bresla".....3rd Jan. For Havre, Bremen & Hamburg: S.S. "Dortmund".....8th Jan. For Havre & Hamburg: S.S. "Segovia".....17th Jan. For Marseilles, Havre & Hamburg: S.S. "Liberia".....20th Jan.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 17th November, 1911.

[966]

HONGKONG—PHILIPPINES

PHILIPPINES STEAMSHIP CO.

Steamship, Tons, Captain, For, Sailing Date.

1. UBI.....	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 9th Dec., 4 p.m.
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2. AFRO.....	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu.	WEDNESDAY, 20th Nov., 4 p.m.
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For Freight or Passage apply to—
SHEWAN TOMES & CO.
GENERAL MANAGERS.

Hongkong, 2nd December, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Freight and Passage, apply to
A. R. MARTY,
24, Des Voeux Road.

Telephone 118,
Hongkong, 12th June, 1911.

[1093]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
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EASTERN.....	6th Dec.	Saturday, Dec. 11.
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ALDENHAM.....	18th Dec.	Dec. 9.
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EMPIRE.....	18th Dec.	Jan. 6.
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The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to
Gibb, Livingston & Co.,
Agents.

[96]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamers	Tons	Captain	Date of sailing
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S.S. "Nippon Maru".....	11,000	A. G. Stevens	Dec. 22nd, Noon.
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S.S. "Tenyo Maru".....	21,000	E. Bent	Dec. 29th, Noon.
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S.S. "Shinyo Maru".....	21,000	H. S. Smith	Jan. 13th, Noon.
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S.S. "Chiyo Maru".....	21,000	W. W. Green	Feb. 16th, Noon.
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These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office.

The triple screw steamer, TENYO MARU, will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 29th December, at Noon.

INTERMEDIATE SERVICE.

The steamer "Nippon Maru" 11,000 tons Capt. A. G. Stevens will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Friday 22nd December at noon.

SOUTH AMERICAN LINE

(In connection with the National Railway of Mexico, at Manzanillo and the Tampamoc National Railway at Saltillo, Coahuila.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamers	Tons	Date of Sailing
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Hongkong Maru.....	11,000	Wednesday, Dec. 11, Noon.
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Kiyo Maru.....	17,000	Tuesday, Feb. 11, Noon.
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The steamer "HONGKONG MARU" will be despatched for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU on WEDNESDAY, 14th Dec. at noon. For further particulars apply to Agents and to the Company.

K. MATSUDA, Agent,
KING'S BUILDING, (opposite State Pier).

Telephone No. 26,
HONGKONG, 24th Dec., 1911.

[9]

WEATHER FORECAST AND
STORM WARNING ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

A CONE indicates a Typhoon to the North of the Colony.

A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A DRUM indicates a Typhoon to the East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downwards indicates a Typhoon to the South of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is likely to be more than 100 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 100 miles from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in positions or are moving in such a direction that they are considered to be of importance to the Colony or to shipping leaving the port.

These signals are repeated at the Har-
bour Office, H.M.S. "Tamar," Green
Signal Mast, and the Flagstaff on
the premises of the Hongkong and
Kowloon Wharf and Godown Company at
Whoon.

URGENT SIGNAL.

In addition to the above, when it is
ordered that the wind may intensify
to typhoon force at any moment, the
flashing Urgent Signal will be made at
the Water Police Station at Kowloon,
the Harbour Office, Flagstaff, and H.M.S.
"Tamar."

These signals are repeated at the Har-
bour Office, H.M.S. "Tamar," Green
Signal Mast, and the Flagstaff on
the premises of the Hongkong and
Kowloon Wharf and Godown Company at
Whoon.

These signals are repeated at the Har-
bour Office, H.M.S. "Tamar," Green
Signal Mast, and the Flagstaff on
the premises of the Hongkong and
Kowloon Wharf and Godown Company at
Whoon.

These signals are repeated at the Har-
bour Office, H.M.S. "Tamar," Green
Signal Mast, and the Flagstaff on
the premises of the Hongkong and
Kowloon Wharf and Godown Company at
Whoon.

These signals are repeated at the Har-
bour Office, H.M.S. "Tamar," Green
Signal Mast, and the Flagstaff on
the premises of the Hongkong and
Kowloon Wharf and Godown Company at
Whoon.

These signals are repeated at the Har-
bour Office, H.M.S. "Tamar," Green
Signal Mast, and the Flagstaff on
the premises of the Hongkong and
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POST OFFICE
NOTICES.

SPECIAL NOTICE.—Until further notice parcels for the undermentioned places in China will NOT be accepted for transmission through the post.—Hupoh-Szechuen, Kweichow and Hunan.

MAILS CLOSING.

SATURDAY, Dec. 9.—
Manila, etc., s.s. Rubi, 3 p.m.
Australia, s.s. Aldenham, 10 a.m.
Manila, etc., s.s. Yuenang, 1 p.m.
Batavia, etc., s.s. Tjilatjap, 10 a.m.
Manila, Freemantle, etc., s.s. Aldenham, 10 a.m.
Europe, s.s. Assaye, 11 a.m.
Macao, s.s. Sui Tai, 1.15 p.m.

MONDAY, Dec. 11.—
Australian ports, s.s. Eastern, 11 a.m.

Manila, etc., s.s. Taming, 3 p.m.
Swatow, etc., s.s. Haitan, 10 a.m.
Singapore, Penang and Calcutta, s.s. Ichih, 1 p.m.
Manila, etc., s.s. Rubi, 3 p.m.
Australia, s.s. Eastern, 11 a.m.
Shanghai, s.s. Montague, 11 a.m.

TUESDAY, Dec. 12.—
Shanghai and Tacoma, s.s. Mexico Maru, 10 a.m.
Singapore, Bombay, etc., s.s. Ichih, 1 p.m.
Manila, etc., s.s. Kueichow, 3 p.m.
Manila, etc., s.s. Taming, 3 p.m.
Singapore, Penang and Calcutta, s.s. Kuman, 2 p.m.
Kobe and Yokohama, s.s. Tjilatjap, 2 p.m.

WEDNESDAY, Dec. 13.—
Japan and South America, s.s. Hongkong Maru, 10 a.m.
Europe, s.s. Roan, 11 a.m.
Europe, s.s. Roan, 11 a.m.
Mojito and Mexico, s.s. Large Law, 4 p.m.

THURSDAY, Dec. 14.—
Shanghai, s.s. Cheong, 3 p.m.
Hainan and Pakhoi, s.s. Singan, 3 a.m.

FRIDAY, Dec. 15.—
Swatow, etc., s.s. Haiching, 10 a.m.

SATURDAY, Dec. 16.—
Shanghai and Tacoma, s.s. Mongolia, 10 a.m.
(S.M.) Shanghai, s.s. Anhui, 1 p.m.
Manila, s.s. Luongang, 1 p.m.
Shanghai and San Francisco, s.s. Mongolia, noon.
(S.M.) Shanghai, s.s. Linan, 6 p.m.
Singapore, Penang and Colombo, s.s. Miyaki Maru, 6 p.m.

TUESDAY, Dec. 19.—
Europe, s.s. Armand Behic, noon.
Sundakan, s.s. Maung, 11 a.m.

WEDNESDAY, Dec. 20.—
Nagasaki, Kobe and Yokohama, s.s. Kuman Maru, 11 a.m.

FRIDAY, Dec. 22.—
Sundakan, s.s. Maung, 11 a.m.
Manila and Australia, s.s. Nippo Maru, 11 a.m.

SATURDAY, Dec. 30.—
Manila and Australian ports, s.s. Prinz Sigismund, 9 a.m.
Manila and Australia, s.s. Prinz Sigismund, 9 a.m.

VESSELS
LOADING.

FOR EUROPE.—
Andalusia, H.A.L., 17th Dec.
Sithonia, H.A.L., 15th Dec.
Scandia, H.A.L., 20th Dec.
Miyazaki, N.Y.K., 20th Dec.
Libria, H.A.L., 20th Jan.
Segovia, H.A.L., 17th Jan.
Dortmund, H.A.L., 6th Jan.
Brasilia, H.A.L., 3rd Jan.
Silesia, H.A.L., 8th Feb.
Bohemia, Aust. Lloyd, 19th Feb.
Africa, Aust. Lloyd, 19th Feb.
E. F. Ferdinand, Aust. Lloyd, 28th Dec.

FOR BOSTON AND NEW YORK.—
Alghan, A. and O., 9th Dec.

FOR VANCOUVER, VIA SHANGHAI, JAPAN PORTS.—
Montague, C.P.R., 30th Dec.

FOR VICTORIA, B.C., AND TACOMA VIA SHANGHAI.—
Tamba Maru, N.Y.K., 2nd Jan.
Kamakura Maru, 30th Dec.

FOR SAN FRANCISCO, VIA JAPAN PORTS.—
Mongolia, P.M.S.S. Co., 16th Dec.
FOR NAGASAKI, etc.—
Tjilatjap, J.O.J.L., Quick Despatch.

FOR AUSTRALIAN PORTS VIA MANILA.

Yagata Maru, N.Y.K., 21st Dec.
Aldenham, E. and A., 9th Dec.
Eastern, E. and A., 11th Dec.

FOR MEXICAN, ETC. PORTS.—
Hongkong Maru, T.R.K., 13th Dec.

FOR SHANGHAI, Etc.—
Tjilatjap, J.O.J.L., Quick Despatch.
Anhui, B. and S., 9th Dec.
Linan, B. and S., 18th Dec.
Chenai, B. and S., 14th Dec.
Choyang, J. M. and Co., 10th Dec.
Bohemia, Aust. Lloyd, 5th Feb.

FOR MANILA, Etc.—
Yuenang, J. M. and Co., 9th Dec.
Rubi, S. T. and Co., 11th Dec.
Luongang, J. M. and Co., 16th Dec.
Taming, B. and S., 12th Dec.
Kueichow, B. and S., 12th Dec.

SINGAPORE, PENANG AND CALCUTTA.

Kuman, D. and Co., 12th Dec.
G. Apar, D. and Co., 18th Dec.
Lightning, D. and Co., 27th Dec.
Kutsang, D. and Co., 8th Jan.
Laisang, D. and Co., 8th Jan.
A. Apar, D. and Co., 12th Jan.

FOR BATAVIA, CHERIBON, Etc.—
Tjilatjap, J.O.J.L., Quick Despatch.
Tjilatjap, J. C. J. L., Quick Despatch.

FOR KOBE AND YOKOHAMA.—
Kuman Maru, N.Y.K., 20th Dec.
Yatsing, J. M. and Co., 24th Dec.
Persia, Aust. Lloyd, 19th Dec.

FOR SINGAPORE, COLOMBO AND BOMBAY.—
Ceylon Maru, N.Y.K., 12th Dec.

FOR SANDAKAN.—
Maung, J. M. and Co., 22nd Dec.

FOR TIENTSIN, via CHINWANG TAO.—
Onsang, T. and Co., 20th Dec.

ARRIVALS.

December 8.

Assaye, British s.s., G. W. Cockburn, 4,359 tons, Alala and General, Shanghai Dec. 5.—P. and O.
Anhui, British s.s., Harris, 1,356 tons, General, Shanghai Dec. 3.
Amoy Dec. 6.—B. and S.
Kumsang, British s.s., Wheeler, 2,475 tons, General, Calcutta Nov. 21, Singapore Dec. 1.—J. M. and Co.
Glenroy, British s.s., Holman, 3,141 tons, General, London Oct. 21, Singapore Dec. 2.—S. T. and Co.
Aldenham, British s.s., Pilcher, 2,410 tons, General, Melbourne Oct. 25, Manila Dec. 6.—G. L. and Co.
Afghan Prince, British s.s., Thomas, 3,183 tons, General, Kuratsu Dec. 3.—A. K. and Co.
Hupoh, British s.s., Tucker, 1,205 tons, General, Tientsin Dec. 1.—B. and S.
Hopsang, British s.s., Hay, 1,359 tons, Canton Dec. 7.—J. M. and Co.
Putschaburi, German s.s., Gosevich, 1,573 tons, Coal, Pulo Laut Dec. 1.—B. and S.
Helene, German s.s., Ipland, 771 tons, Coal and General, Tourane Dec. 3, Hoihow Dec. 6.—J. M. and Co.
Anghin, German s.s., Kumpel, 1,001 tons, Hoihow Dec. 6.—B. and S.
Carl Diederichsen, German s.s., Jurgensen, 774 tons, General, Hainphong Dec. 5, Hoihow Dec. 6.—J. M. and Co.

Colombo Maru, Japanese s.s., Tanaka, 2,920 tons, Cotton, Bombay Nov. 18, Singapore Nov. 30.—N. Y. K.
Ischia, Italian s.s., Belisto, 2,486 tons, Cotton and General, Bombay Nov. 18, Singapore Nov. 30.—C. and Co.
American, Portuguese s.s., Braga, 518 tons, General, Quan Chow Wan Dec. 5, Macau Dec. 7.—W. Yick.
Solstad, Norwegian s.s., Malsom, 897 tons, Ballast, Swatow Dec. 6.—T. and Co.
Yaroslavl, Russian s.s., Aleceff, 2,819 tons, General, Nagasaki Dec. 1.—M. and Co.

DEPARTED.

December 8.

Colombo Maru, for Moji.
Hainphong, for Swatow.
Hupoh, for Canton.
Unkai Maru, for Kobe.
Taki Maru, for Mitko.
Hopsang, for Yaerlong Bay.
Vesfold, for Saigon.
Helene, for Canton.
Assaye, for Singapore.
Aldenham, for Sydney.
Tjilatjap, for Batavia.
Boha Maru, for Canton.

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MOVEMENTS OF
STEAMERS.

(REUTERS' TELEGRAMS.)

London, December 1, 1911.

Arrivals from China: Prins Eitel

Friedrich, Suevia and Rheusa.

The following have passed the

Canal: Belgravia, Dardanus, Ernest

Simons, Kanagawa Maru, Nyanza,

Siam, Silesia, Sumatra and Kioto.

London, December 5.

Arrivals from China: Ernest

Simons, Memnon, Furst Butow and

Sunda.

The following have passed the

Canal: Astyanax, Bonlawers, Bulow,

Caith, Inverlydy, Pak Ling,

Fathun and Annam.

GERMAN MAIL.

The s.s. Prinz Ludwig, carrying

the German mails with dates from

Berlin of Nov. 16, left Colombo on

Dec. 3, and may be expected here

on or about Dec. 14.

CANADIAN MAIL.

The R.M.S. Empress of Japan ar-

rived at Nagasaki on Dec. 7, and left

again for Yokohama, where she is

due on Dec. 9.

The R.M.S. Montague arrived at

Shanghai at noon on Dec. 7, and left

again same day for Hongkong, where

she is due to arrive on Dec. 10.

American Mail.

The s.s. Persia sailed from San

Francisco on Nov. 29 for Hongkong,

via Honolulu, Yokohama, Kobe, Na-

gasaki and Shanghai, and is due to

arrive at Hongkong on December 27.

The s.s. Nippon Maru is due here

about Dec. 12 from San Francisco.

The s.s. Tenyo Maru is due here

about Dec. 19 from San Francisco.

The s.s. Korea sailed from San

Francisco on Dec. 6 for Hongkong,

via Honolulu, Yokohama, Kobe, Na-

gasaki, and Shanghai, and is due to

arrive at Hongkong on Jan. 2.

Australian Mail.

The s.s. Empress left Sydney on

Nov. 28 for this port, via Queen-

land ports, Port Darwin and Manila.

The s.s. Prins Sigismund left Yap

on Dec. 3, and may be expected here

on or about Dec. 10.

The s.s. Kuman Maru (Austra-

lian line) left Sydney for this port on

Nov. 29, and is expected here on

Dec. 18.

Merchant Steamers.

The s.s. Kiyo Maru left Valpar-

aíso on Nov. 16 for Hongkong, and

is expected to arrive here on or about

February 3, 1912.

The s.s. Iyo Maru (European line)

left Singapore for this port on Nov.

30, and is expected here on Dec. 12.

The s.s. Nore is expected to leave

Singapore on Dec. 11.

The s.s. Kiyo left Callao on Dec.

2 for Hongkong, and is due here

about Feb. 3.

The s.s. Buys Maru left Salina-

Grus on Dec. 2 for Peruvian and

Chilean ports.

The s.s. Kioto passed the Suez

Canal on Dec. 1, and is due here on

or about Dec. 25.

The s.s. Glenlogan passed the Suez

Canal on Nov. 28, and is due here

on or about Dec. 28.

The s.s. Dortmund left Singapore

on Dec. 3, and may be expected here

on or about Dec. 11.

The s.s. Peter Berg left Vladivo-

stok via Moji for this port, and is

due to arrive here on or about Dec.

12.

The s.s. Poona will leave for

Shanghai, Moji, Kobe and Yokohama

on Dec. 8.

The s.s. Gregory Apar for

Shanghai and Kobe left Moji this

morning, and may be expected here

on or about Dec. 12.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 20th April, 1911.

J. H. RAGGART,

Manager. [25]

GRAND HOTEL.

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT

357

F. REICHMANN, Proprietor.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

Telephone, 170

N. BLUMENTHAL,

Manager.

Telegrams "Astor." [24]

OPEN AIR SKATING RINK.

BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing

from 4 p.m. to 10 p.m.

W. GALLAGHER,

Manager. [25]

Hongkong, 1st November, 1911.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.

The Peak,

near the Tram Terminus.

Tel. 55.

For Terms, apply to the

MANAGER. [27]

HOTEL LISTS.

HONGKONG HOTELS.

Acheson, J. Lampman, Mr. &

Baldwin, Mr. & Mrs. H.

Mrs. A. M. Law, J.

YOUNG CHINA.

London Centre of the Reform Movement.

In London there is a body of slant-eyed men who view the travel of China with satisfaction. They are the members of the Young China party—a society which has flourished in the East-end for years, and which has for its aim the hauling down of the Golden Dragon banner of the Manchu dynasty and the hoisting of another in its stead. Much of the propaganda which has set the Celestial Empire aflame is engineered from this country says the "Standard."

The Celestial Empire is in the throes of a conflict which was foretold a year or more ago by men who live in London, but who are, nevertheless, in close touch with the subterranean plotting and subtle propaganda which have been going on in Eastern China these last fifty years. The awakening of the Giant was largely accomplished by a handful of young men in navy suits and straw hats, who liggered about East London and in whose veins was revolutionary Chinese blood. A "Standard" representative who spent some time among the Chinese in London discovered that behind the painted windows Young China is very much alive and Old China is moribund. So far the propaganda has been carried on in secret. The fact that a Young China Society existed has been in the knowledge of but very few outside the circle of members, yet these men have met regularly in a room in Limehouse to discuss the new methods of establishing a new ruling power over the vast Chinese Empire. Plots have been concocted, possibilities discussed, and resolutions passed and sent to their brethren on the other side of the world. The fiery spirits who set a light to the Chinese rebellion have been in constant communication with the no less fiery spirits in Limehouse who are so deep in the sin of conspiracy that they dare not return to their land.

The Chinese Revolutionist.

In this room the "Standard" representative sat and talked with one of the new specimens of revolutionary Chinamen. On the walls hung portraits and Chinese pictures, chief among them being that of Wong Ching Wai, the journalist who is now in prison undergoing terrible penances because he entertained revolutionary ideas. The conversation was largely carried on by an interpreter, but it was not long before it became apparent that even if China recovers from this outbreak she may at length be smashed by the power of the rebels, which is ever increasing.

The tea in the tiny cups had long gone cold when the story was yet in the introductory stage—a story of cruelty and wrong and atrocious revenge and terrible suffering. One was told of men being dragged from their beds and slain before the eyes of their families, of the fiendish "justice" of China's rulers, and of the spirit of a revolt which dreams of changing all these things. "If this no good 'billion' then start again," was the smiling assurance.

Reform Party at work.

The work begun by Wong Ching Wai is being continued with all the power of the Young Reform party. Newspapers laden with revolutionary matter are published beyond the jurisdiction of the Imperial Government, and circulated in London, Paris, Hongkong, Singapore, and other cities where the exiles have made homes for themselves. There is no limit to the efforts of these enthusiasts, and the movement has spread from the lower to the intellectual classes. At the same time it must not be forgotten that this reform spirit which has been growing in China for years is inimical to the white man.

Students come to England and the Continent, learning all they can, soaking in the knowledge of the West, noting the development of trade, science, and government. Back they go to the East when their training is finished, knowing the weaknesses of our civilization, prepared to accept and work on the strength of Western customs, and then the white teachers and instructors find that their services are no longer required: the West discovers that the East is beginning to take her own

education in hand. A merchant in Japan told our representative that that country was "done for" English merchants. They are no longer wanted.

It is a great mistake to think that the dreams of these revolutionaries are opium dreams. Their hero, Quong Kung, is too real a hero for them to neglect his teachings, and his shrine sits over the mantelpiece in that dingy room of the Chinese Reform party in Limehouse, ever reminding his followers of their vows and prayers. Of late these plotters have been sitting round the wooden table more frequently than hitherto, and their talk has been in whispers.

THE CHINA SQUADRON.

Following are the vessels of the China Squadron—

Submarines:—
No. 36, Lieut.-Commr. Godfrey Herbert.
No. 37, Lieut.-Commr. A. A. L. Fenner.
No. 38, Lieut.-Commr. J. R. A. Codrington.

Alacrity, despatch-boat, Comdr. A. Lowndes, 700 tons, 4 guns, 2,000 i.h.p.
Astrea, 2nd class cruiser, Captain E. B. Kiddle, 4,300 tons, 10 guns, 7,000 i.h.p.

Atlas, admiralty tug, Master S. West, 615 tons, 1,400 i.h.p.
Bramble, gunboat, Lieut.-Comdr. B. G. Washington, 710 tons, 900 i.h.p.

Britomart, gunboat, Lieut.-Comdr. J. M. Barker, 710 tons, 900 h.p.
Cadmus, British sloop, Comdr. H. Lynes, 1,070 tons, i.h.p. 1,400, f.d.

Cherub, water tank and tug, Master W. Smith, 380 tons, i.h.p. 340.
Clio, British sloop, Comdr. H. R. Voule, 1,070 tons, i.h.p. 1,400.

Fame, torpedo-boat destroyer, Lt.-Comdr. H. S. Monroe, 340 tons, 6 guns, 5,700 i.h.p.
Flora, 2nd class cruiser, Captain J. Nicholas, 4,300 tons, 10 guns, 7,000 i.h.p.

Handy, torpedo-boat destroyer, Lieut.-Comdr. Hon. Guy Stopford, 295 tons, 6 guns, 4,000 h.p.
Janus, torpedo-boat destroyer, Lt.-Comdr. M. B. R. Blackwood, 320 tons, 6 guns, 3,900 h.p.

Kent, armoured cruiser, Capt. S. St. J. Farquhar, 9,800 tons, 14 guns, i.h.p. 22,000.
Kinsh, river gunboat, Lieut.-Comdr. T. J. S. Lyne, 616 tons, i.h.p. 1,200.

Merlin, surveying ship, Comdr. B. O. M. Davy, 1,070 tons, 6 guns, 1,400 i.h.p.
Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Winsloe, Capt. G. C. Cayley, 14,600 tons, i.h.p. 27,000.

Monmouth, armoured cruiser, Captain L. E. Power, 9,800 tons i.h.p. 22,000.
Moorhen, river gunboat, Lieut.-Comdr. G. P. Leith, 180 tons, 2 guns, i.h.p. 800.

Newcastle, 2nd class cruiser, Captain George P. E. Hunt, 4,800 tons, turbine.
Nightingale, river gunboat, Lt.-Comdr. Claude Hillard-Woodward, 85 tons, 240 h.p.

Otter, torpedo-boat destroyer, Comdr. Lambie, 385 tons, 6 guns, 6,300 i.h.p.
Robin, river gunboat, Lt.-Comdr. Cosmo A. O. Douglas, 85 tons, 2 guns, 240 h.p.

Rosario, depot ship for Submarines, Lt.-Comdr. N. E. Archdale, 980 tons, i.h.p. 1,400.
Sandpiper, river gunboat, Lieut.-Comdr. E. J. J. Southby, 85 tons, 2 guns, 240 h.p.

Saipo, river gunboat, Lt.-Comdr. Maurice B. Leslie, 85 tons, 2 guns, 240 h.p.
Taku, torpedo-boat destroyer, Gunner E. J. Trillo, 305 tons, i.h.p. 6,000.

Tamar, receiving ship, Commodore Eyres, 4,650 tons, 6 guns.
Teal, river gunboat, Lieut.-Comdr. R. J. Buchanan, 180 tons, 2 guns, 800 i.h.p.

Thistle, gunboat, Lieut.-Comdr. M. B. Baillie-Hamilton, 710 tons, 900 h.p.
Virago, torpedo-boat destroyer, Lieut.-Comdr. Harold D. Adair-Hall, 395 tons, 6 guns, 6,300 i.h.p.

Waterwitch, surveying ship, Lieut.-Comdr. R. L. Hancock, 820 tons, 450 i.h.p.

Intimations

AERTEX CELLULAR REGAL SHOES

J. T. SHAW, TAILOR and OUTFITTER,

21, Hongkong Hotel Buildings, Queen's Road. [1258]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangements at the Company's Office, A'Courtina Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON.

General Managers, Hongkong, 3rd Nov., 1911.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP—\$1,250,000.)

Loans on Mortgage of House Property &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILL, ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 19th March, 1909. [14]

SUN GLASSES.

Any that made to any prescription.

No charge for testing sight.

specimens of all description made by competent workmen.

N. LAZARUS.

Ophthalmic Optician.

14, D'Aguilar Street, Hongkong.

Hongkong, 24th July, 1911. [899]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships—Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

TRAVING DOCK 78 ft. by 68 ft. by 5 ft. 6 in. Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS

lifting vessels up to 3,000 tons at moment, providing conditions for lifting ships with most efficient results.

10-Ton ELECTRIC CRANES on Quay.

ELECTRIC OVERHEAD CRANES THROUGHOUT TAN SANGS BARRAGE up to 100 Tons.

Costimates given for Docking, Repairs to Hull and Machinery, a structural Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE.

HONGKONG, CHINA.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STRAITS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KORE & YOKOHAMA. About 21st Nov. Freight only.

SHANGHAI. About 23rd Nov. Freight and Passage.

LONDON, via DELTA. Noon. See Special Notice.

USUAL PORTS OF CALL. Capt. E. P. Martin, R.N. 26th Nov. Advertisement.

For Further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 15th November, 1911.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STRAITS TO SAIL ON

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG. "Room" 15,900. WEDNESDAY, 13th December at Noon.

SHANGHAI, TIENTSIN, YOKOHAMA, and KORE. "Prinz Ludwig" 18,300. THURSDAY, 14th December.

MANILA, YAP, ANAUR, SAMAR, NEWGUINEA, BRISBANE, SYDNEY, and MELBOURNE. "Prinz Sigismund" 6,000. SATURDAY, 30th December, at 10 a.m.

KORE & YOKOHAMA. "Prinz Sigismund" 6,000. TUESDAY, 19th Dec.

RUDAT & SANDAKAN. "Borneo" 5,050. Middle of Dec.

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 22nd December, 1911. [17]

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD, YOKOHAMA: 82, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and landed at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698,